

Back-in angle parking? Is it really safer ?

Yes! Tucson, AZ had reported an average of 3-4 bike/car crashes per month before back-in angled parking, and none in the 5 years following implementation.

Overall, back-in angle parking improves the safety of cyclist and drivers by increasing visibility, and makes accessing your car easier and safer.

From the cyclist's perspective...



From the parking car's perspective...



Source: T. Boulanger, City of Vancouver, WA

Where is back-in angle parking used in the US?

In addition to downtown Indianapolis, next to the federal courthouse, other cities have had success with back-in angle parking:

Arlington, VA	Birmingham, AL
Charlotte, NC	Chico, CA
Everett, WA	Honolulu, HI
Brunswick, ME	Knoxville, TN
Marquette, MI	Missoula, MT
New York, NY	Olympia, WA
Philadelphia, PA	Portland, OR
Pottstown, PA	Salem, OR
Salt Lake City, UT	San Francisco, CA
Santa Barbara, CA	Seattle, WA
Syracuse, NY	Tacoma, WA
Tucson, AZ	Ventura, CA
Washington DC	Wilmington, DE

and others.



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Back-in Angle Parking



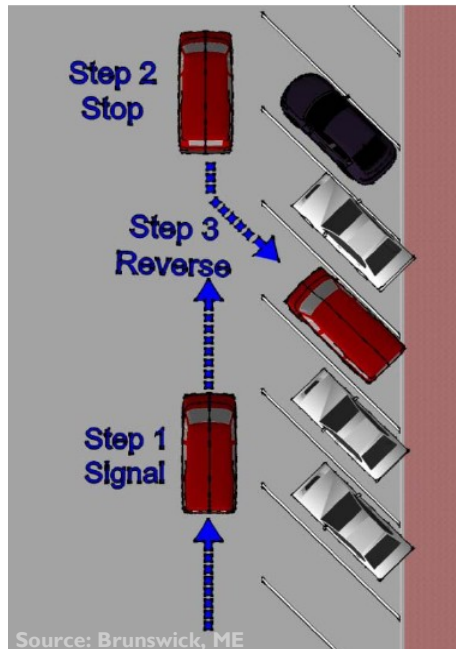
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What is Back-in Angle parking?

Reverse angle parking is a safer type of angle parking that the city is currently investigating. Instead of pulling into the parking spot, cars back into their spots, allowing them to make eye contact with oncoming traffic when exiting the parking space.



How does back-in angle parking work?

Just like parallel parking:

1. **Signal** a right turn to warn other drivers.
2. Pull past the parking spot and **stop**.
3. **Reverse** into the parking spot.

These three simple steps are illustrated by the diagram above.

What are the benefits of back-in angle parking?

Some anticipated benefits of this parking strategy are:

1. Improved visibility and increased field of vision. When leaving the parking space, motorists are able to see oncoming traffic.

2. Decreased number of collisions. Motorists no longer have to back out blindly from their parking space. When used on steep streets, back-in angle parking automatically curbs a driver's wheels, which reduces the threat of runaway vehicles.

3. Improved safety:

- **For children.** Car doors open in a manner that directs children to the back of the vehicle, ushering them towards the sidewalk rather than the street.
- **For cyclists.** As vehicles exit their parking stall, they are able to see cyclists in the roadway.

4. Improved loading and unloading. Trunks are adjacent to the sidewalk and open car doors offer protection from the street, allowing loading and unloading to occur outside of the traveled roadway.



Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

5. Improved handicapped parking. Handicapped parking spaces can be placed adjacent to curb ramps.



Source: City of Kelowna, British Columbia, Canada.

6. Increased space. Back-in angle parking does not require as much space to maneuver as traditional angle parking, which may result in an increased number of parking spaces or additional room for sidewalks, bike lanes, etc.



Source: Bill Jack, Seattle, WA

7. Traffic calming. Broad Ripple is a pedestrian oriented area with numerous crossings. We want to encourage a modest, safe speed of vehicles.